

CD NO.

CONFIDENTIAL

DATE DISTR. 16 DEC 49

NO. OF PAGES

25X1

PLACE
ACQUIRED

NO. OF ENCL'S:
(LISTED BELOW)

DATE OF INFO.

25X1

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS TO ANY OTHER THAN AN AUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS WORK IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. Cars and locomotives are old and in poor condition. Their speed, however, is fair and time schedules are reasonably well kept. Armed railroad militia units accompany each passenger train and at intervals inspections are made through the whole train. The militia units are dressed in regular railroad uniforms and are armed with carbines. On the stretches traveled by the informant there were no curves necessitating a slower speed. Railroad beds in most places are in poor condition. Distance between ties is 40 cm.
2. The following observations were made of individual railroad sections:
 - a. Section Gdynia - Bydgoszcz - Torun - Inowroclaw - Kutno - Warsaw. The section is double-tracked. There are no appreciable upgrades.
 - 1) Railroad stations:
 - a) Gdynia: 4 platforms. Subway entrance to platforms. There are 11 tracks in the station. Electric switches.
 - b) Bydgoszcz: 12 tracks. Electric switches.
 - c) Torun: 6 tracks, but there are probably more. Electric switches.
 - d) Kutno: 4 tracks but is certain there were more. Electric switches.
 - e) Sochaczew: 4 tracks.
 - 2) Railroad junction east of Kolo (G53/G55): The train was turned around here, one car at a time, on a hand-driven turntable. The Poznan - Kutno - Warsaw line has three tracks for a distance of 1 km east of this point.

CONFIDENTIAL

25X1

[illegible]

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

Description No. 003
 Name WORLD
☒ Rejected ☐
 Class Changed To: TS S C 25X1
 Author HR 64-2
 Date 08 JUN 1979 By:

~~CONFIDENTIAL~~

25X1

CENTRAL INTELLIGENCE AGENCY

-2-

25X1

3) Bridges on this section:

- a) Swiecie (near Bydgoszcz): New, small wooden bridge. Full speed used in crossing. Double-tracked.
- b) Orunia (Q55/Y42): Large, steel-constructed, double-tracked bridge. resting on granite pillars. Slow speed used in crossing.

b. Section Warsaw - Piotrkow - Radomsko - Czestochowa - Zawiercie - Katowice - Oswiecim. The whole section is double-tracked. There are no appreciable curves or upgrades.

1) Railroad stations:

- a) Junction at Koluszki between Skierniewice and Piotrkow: 10 tracks. Electric switches.
- b) Czestochowa: 11 tracks. Electric switches.
- c) Katowice: 6 platforms. At least 20 tracks. Electric switches. The station appears well maintained.

2) Bridges on this section: Halfway between Gorzkowice and Radomsko there is a double-tracked railroad bridge over a road.

c. Section Katowice - Ertom - Lubliniec - Kluczbork - Kępno - Ostrow - Jarocin - Sroda - Poznan: This section is double-tracked.

1) Railroad stations:

- a) Lubliniec: [] 3 tracks but was sure there were more.
- b) Kluczbork: Junction. 6 tracks leading in. 3 tracks in the station. In that station there were also two tracks which were very rusty and appeared unused.
- c) Jarocin: 4 tracks leading in. 8 tracks in the station which continue until they meet the east-bound line, at which point they become double-tracked again.
- d) Ostrow: 6 tracks.
- e) Poznan: 8 tracks leading in. 12 tracks in the station. The tracks are well kept. Electric switches. Informant saw 4 platforms.

2) Bridges on this section:

- a) Immediately before entering and after leaving Olesno there are bridges over roads, each approximately 10 m. long. Normal speed was used in crossing.
- b) Ostrow: Short bridge over a road.
- c) Jarocin: There are 2 single-tracked railroad bridges over the Warta near this town. The southern bridge is a temporary wooden bridge. The northern bridge rests on concrete pillars and is of steel construction. Slow speed was used over both bridges.
- d) Sroda: Two small bridges immediately before entering.
- e) Poznan: There is a large double-tracked bridge over the Warta immediately before entering the city. The bridge rests on concrete pillars. Normal speed was used in crossing.

25X1

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

25X1

CENTRAL INTELLIGENCE AGENCY

-3-

25X1

d. Section Poznan - Szczecin: This section is double-tracked to Rokietnica and single-tracked from here to Szamotuły, where it again becomes double-tracked to Wronki. From Wronki to Krazyn the section is single-tracked, but double-tracking work is in progress on the whole stretch. The section Krazyn - Starogard - Szczecin is double-tracked with the exception of the stretch from Krazyn to the Drawa river.

1) Bridges on this section:

- a) North of Szamotuły is a single-tracked railroad bridge over the Warta. Normal speed was used in crossing.
- b) South of Krazyn there is a steel-constructed bridge resting on concrete pillars. The bridge is single-tracked and normal speed was used in crossing.
- c) North of Krazyn there is a single-tracked bridge over the Drawa river.

2) Railroad stations:

- a) Szamotuły: 4 tracks. Probably electric switches.
- b) Krazyn: 6 tracks. Electric switches.

e. Section Szczecin - Odra Port: This section is single-tracked with the exception of the stretch from Szczecin to Goleniow. The bridge over the Ina river is single-tracked. It is steel-constructed, resting on concrete pillars.

* Comment: [redacted] appear to be either inaccurate or incomplete here. At the "junction" to which he seems to be referring, a north-south narrow-gauge line comes in from the direction of Inowoclaw, while the east-west line (Poznan-Kutno-Warsaw) is standard-gauge.

~~CONFIDENTIAL~~

25X1